### WHEAT FIRMER, BUT INACTIVE, SPECULATION WAS WITHOUT INITIATIVE; VOLUME SMALL WITH NARROW FLUCTUATIONS

Discouraging Cables Are Counterbalanced by Small Primary Receipts.

### CORN WAS DULL, BUT FIRMER

Heavy Influx of Buying Orders Marked the Week in

NEW YORK, January 24.-Early in the week prices in domestic wheat Hig markets showed a tendency to ad-vance, but the gains were unimportant, as a rule, because of the many recesis a rule, because of the many recessions. There was only a small volume of business, which accounted for the marrowness of the market, there being not enough activity to carry prices far either way. It seemed clear that the buoyancy was traceable almost entirely to the strength in cash markets which was in turn brought about by the continued light arrivals at Western primary points and the resultant bix reduction in the visible sultant big reduction in the visible

Available Supply.

The world's clearances for the week fell far below the estimated weekly import requirements, causing another bits reduction in the world's available supply. Advices received recently from remote sources in both spring and winter wheat sections indicate that deliveries by farmers at country stations have been exceedingly meagre. At some points, in fact, the arrivals have not been equal to the local milling requirements, compelling some country millers to go to the larger markets for the supplies. Hence, it is predicted that there will be further important reductions in our visible supply, in spite of the comparatively small exports. Reliable authorities in spring wheat territory state that fully 89 per cent, of the crop has passed the 80 per cent, of the crop has passed the first markets, which would indicate that many small millers will experi-ence great difficulty in keeping their mills running between now and the next harvest, unless they can get the

next harvest, unless they can get the wheat they need at Minneapolis or other large markets.

The Late Movement.

The market was very narrow during the last half of the week. Much of the time there was a scarcity of potential influences, and nearly all traders were inclined to hold aloof awaiting developments. In the main, Western markets were comparatively firm markets were comparatively firm, being influenced chiefly by continued light receipts at primary points, mak-ing it highly probable that the nex-visible supply statement will show a visible supply statement will show a fairly big reduction, notwithstanding the decrease in the exports and the inactivity of the milling demand, because of the duliness in the flour trade. Meanwhile the local market was somewhat sluggish and heavy, feeling the depressing influence of discouraging cable advices, exporters having received few orders at reasonable limits. It was easy to see that the indifference displayed by European importers was mainly due to the pean importers was mainly due to the fairly large exports from Australia and Argentina, while the visible and ply in the latter country has increase, at a rapid rate. Most of the week the weather throughout winter wheat territory was fairly favorable, although recently the temperature was unusually high for the season, and because of the thaw most of the snow blanket has in all probability disappeared.

of the thaw most of the snow blanket has in all probability disappeared.

Holding Corn.

Most of the week trade in the local corn market was dull, and the variations slow and unimportant. A firmer tendency frequently prevailed, however. This was largely in sympathy with stronger advices from the West, where large professionals are giving good support, prompted doubtless by disappointing receipts and the surprisingly light supply available, notwithstanding the so-called high prices. The fact is, farmers seem to be dis-The fact is, farmers seem to be dis-satisfied with current bids, and are making comparatively small deliveries to country stations.

Cotton Market.

Cotton Market.

The feature of the cotton market the past week has been the heavy influx of outside buying orders in anticipation of a further rise in prices, and the consequent nervousness of the shorts. This has resulted in the most active week and the heaviest volume of business since the previous sharp advance, when a similar aggressive bull movement was attempted last July under the leadership of several promi-nent Wall Street operators. The pres-ent activity, however, has been more the result of the operations of various trade interests, and the past month's sharp advance in prices broadening the speculative demand to an extent not equaled in the past two years.

not equaled in the past two years.

Sentiment was then so depressed, however, by the slow recovery in the dry goods trade and the apparent burdensomeness of the big crop, and predictions of ultimately 7-cent cotton, that it was impossible to induce speculative or investment buying to any extent. Heavy and general buying only developed within the last two weeks on the market, advancing from 9 cents to 9 1-2 cents. This rise has caused such a complete change of sentiment that builtshness now predominates to such an extent that predictions of 10 1-2 and 11-cent cotton are general. There is danger, therefore, general. There is danger, therefore, of the market soon becoming as congested on the bull side at this higher level as it was on the bear side during the pessimism of last fall.

High Record on the Crop.

High Record on the Crop.
This week's advance approximates 40 points, or the equivalent of \$2 per bale. It shows a maximum advance of 1 3-4 to 1 3-8 cents per pound from the low level of less than five weeks ago. This amounts to between \$6.25 and \$7 per bale, and represents the highest range of values for the season on the crop. The high prices of the week were reached yesterday, when the March option sold at 9.76, May 9.71, July 9.64, August 9.50, and October, representing the next-crop deliveries, the ground for which has not yet been planted, selling as high as 3.42 cents planted, selling as high as 9.42 cents

Several months ago it was not thought likely any such built movement could develop until late in the spring or during the summer, with such a heavy crop as 12,500,000 bales in prospect, and with the world's spinners' requirements being estimated by the recognized trade authorities at 12,500,000. The cheapness of the price of the staple and the unusually high average quality of the crop have however, been strong arguments for builtsh speculation lately. These have been supplemented by the activity of certain big interests here and in New Orleans and Liverpool working in conjunction with others prominent in the months ago it was not

THE STOCK MARKET OF THE WEEK

STOCK EXCHANGE TRANSACTIONS. | STOCK EXCHANGE TRANSACTIONS. | This Last Two years Three week. | Year. | Ago. years ago. | Yea

THE STOCK MARKET OF THE WEEK.

1	idual si	iles and	able i	changes of all securities	sold c	est and in the ?	New Y	ork Stock	S. March
	1905;	st weer	K. H.	gh and low prices are also	give	n for t	ne rui	l Acat Thou	8
	190S.	1909			Wook	anding	fanua	ry 23d Net	10
	Low.	High.	Low.		ales.	High.	Low.		6
Ý	5	1516	144		3,400	151,8	14%	141/4+ 1/8	B
	14	50	46	Allis-Chalmers Co., pr		483.	4714	4716+ 1/2	擀
di	4514	84%	79%	Amalgamated Copper12		80	7754	785-2	Ľ
	4	916	8	American Can	1,430	814	814	81/4	U
	44	7334	7174	American Can, pr	4,925	7314	72%	73 + 14	ĸ
i.	251/2	50%	4794	Amer, Car and Foundry, 1	4,600	50%	481/4	49%+ 1%	h
	8414	1105%	108	Amer. Car and Foun., pr	900	100 %	1081/2	109 + 1	li
	24%	6416	4214	American Cotton Oll 7	5,450	541/2	465a	544十7数	ķ
	31%	6814	561/8	American Locomotive	6,800	58	55%	57 ± % 56 ± %	H
	551/4	80%	80%	American Smelting11 Amer. Smelting, pr	6,900	8778	8436	10214- 14	١.
1	8734 28	1041/2	101 37	Amer. Smelting, pr	475	3852	101% 37	3814+ 1/2	肼
	98%	133	127	Amer. Steel Foun., new.		134	1283	18314+ 414	
5	105	12914	12914	American Sugar	5 100	12914	120%	12914-1	t
	101	127%	12514	Amer. Tel. and Tel	6.450	1263a	12516	125 % - 5%	Ð
	7214	94	925	American Tobacco, pra		93	9234	07 4 16	2
	721/2 271/2	5056	4644	Anaconda	2.450	475%	4656	46% - 78	t
	66	10134	9716	Atchison 2	0.500	100%	465a 98 in	991/4- 11/8	1
d	83%	10134	10014	Atchison, pr	1,600	101%	10044	46% - 78 99% - 1% 101% + %	li,
2	5016	111	10716	Atlantic Coast Line	1.600	109	108	108	ä
4	761/2	1121/2	108%	Baltimore and Ohio 3	1,800	1123%	111	1121/6+ 1/8	1
100	80	9314	9214		300	931/2	92	931/2	В
	• 12	26	221/4	Bethlehem Steel	2,400	26	241/2	$\frac{25\%+1\%}{52+1}$	1
THE	35	54	50	Bethlehem Steel, pr Brooklyn Rapid Transit, 7	1,300	52 714	6914	70% 56	1
l.	3714	7214	6714	Brooklyn Rapid Transit.	0.050	621/2	60	61.74 + 24	i i
4	251g 31g	621/2	559a 754	Chesapeake and Ohlo12 Chicago Great Western, 2	0.200	9	7	714-174	1
	10314	151%	14574	Chi., Mil. and St. Paul		15044	14516	150 + 85	h
2	138	16654	164	Ch., M. and St. Paul, pr.	200	166%	166%	10034+ 14	k
8	13516	185	174	Chicago and Northwest.		179%	17714	178% + 11/2	Ð
8	1735	1174	681/6	C. C. C. and St. Louis	1,600	711/2	70%	70%+- 16	B,
	8514	1001	100	C., C., C. and St. Louis C., C., C. and St. L., pr Colorado Fuel and Iron. 3	100	10014	1004	100%+ 18	1
	1556	45%	3834	Colorado Fuel and Iron. 3	2,100	42.76	401/2	4136+ 36	Ð
	21	681/4	5718	Colorado and Southern.,	5,400	67	651/2-	6014- 36	1
	50%	851/4	7612	Col. and South., 1st pr	6,900	84%	83	N. 10- 0a	10
	3934	841/4	731/4	Col. and South., 2d pr	8,850	82	81	81% — 18 127% — 1%	1
4	96	16514	123		5,910	128%	12636	178 + 1/2	1
8	1411/2	1823/8	176	Delaware and Hudson	850	179 3914	1771/2	178 + 1/3 3816-114	H
2	1414	40	375%	Denver and Rio Grande.	4,120	8014	37% 80	80	Į,
4	3914 2714	82 40%	791/4	Den. and Rio Gran., pr.,	6.000	4036	5634	8814+ 186	1
•	12	3434	2854	Distilling Securities 2 Eric	7.050	3216	30	3014- 36	B
	2434	6114	41	Erie, 1st pr	7,200	4814	4416	30¼ — ¾ 45¾ — 1%	1
9	16	401/2	33	Erie 2d pr		37%	851/2	2514 1/4	1
	113%	14514	14114	Erie, 2d pr Great Northern, pr 2	1.100	144%	14338	14376 + 34	1
	4816	7334	70	Great Northern ctfs	9.186	72%	71	72 + 34	h
1	12216	143	142	Illinois Central	8.763	1461/2	14414	146 + 1	D
	634	19	1436	IntMetropolitan 1	5,700	1684	151/8	1614- 14 4434- 218	B
1	1714	493%	40	IntMetropolitan 1 IntMetropolitan, pr 4	8,950	47	421/2	1614 14 4434 218	
4	8	121/2	11%	International Paper	1,000	1214	1134	11%- 31	
(ii)	47	56%	5694	Int. Paper, pfd	200	65%	5558	0008- 78	
	18	43%	39	Kansas City-South, pr. 2	95,550	43% 74%	4034 7214	42 + % 73%+ 1	1
8	46	7434	6916	Kansas City-South, pr., 2	2.700	12514	•12214	•122 -L T	
4	● 120 ■ 120	1273	12214	Louisville and Nashville	800	153	15054	15014 - 34	1
	- 1-0	15314	\$14	Manhattan El	9.900	9	Su'	812 36	1
	16	2746	2416	Mer. Marine, pr	6.000	2674	25	1504 — 34 814 — 34 25% — 14	

Mer. Marine	9,900
Mer. Marine, pr	16,900
Metro. Street Railway	100
Mexican Central ctfs	15,700
Mo. Kan. and Texns	15,700
National Lead	100
National Lead	100
National Lead	101
National Lead	101
New York Central	104,600
Norfolk and Western	6,500
Norfolk and Western	6,500
Norfolk and Western	50,700
Northern Pacific	22,800
Pacific Mail	400
Pennsylvania Railroad	49,800
Pressed Steel Car.	2,500
Pressed Steel Car.	2,500
Pullman Palace Car	340
Ry. Steel Spring	2,900
Ry. Steel Spring	2,900
Research	150

			BOND MARKET OF THE WEEK,			
		40.00	Railway and Miscellancous Bonds.	TT11-	*	Clara an
High.	Low.			High.	Low. 82%	Close, ch, 82%+ 4
85%	81		Allis-Chalmers fives	9754	96	82%+ ¼ 97¼+ 1¼
9714 .	96	10	American Tobacco fours	78	77%	7758- 1/4
787a 1077a	10616	331	American Tobacco sixes	107	1031/2	107
9274	915%	11	American Tobacco sixes	92.74	9134	9174-1- 14
10094	10014	206	Atch., T. and S. Fe gen, fours	100%	100%	$\begin{array}{cccc} 1003_4 + & 5_8 \\ 1035_8 + & 7_8 \\ 96 & + & 1_2 \end{array}$
104	10234	470	Atch., T. and S. Fe cyt. fours	103%	10316	10378 + 78
96	9414	143	Atlantic Coast Line fours	1963	951/1	96 + 1/2
8714	86	148		87	S638	87
94	93	9	Baltimore and Ohio prior lien 3/28	94	93%	93 % - 1/4
101	1001%	122	Baltimore and Ohio prior ilen 3½8 Baltimore and Ohio gold fours. Baltimore and Ohio gold fours, Baltimore and Ohio gen. fours, reg Bethlehem Steel fives Brooklyn Rapild Transit con. fours.	101	10016	101
100%	99	24	Baltimore and Onlo gen. lours, reg	100%	8314	$     \begin{array}{r}       10034 + 134 \\       84 + 32     \end{array} $
8519	83	118	Bethlen Bould Transit on fours	85	84	84
85% 109	811/2 1083/s	691	Control of Georgia Bailway con fives	10894	105%	10884
90	90	10	Central of Georgia Railway con. fives. Chesapeake and Ohlo, Potts, fours	90	90	90
106	101	163		106	104	1061/2+1
9434	93	4	Chicago and Northwest gen, 5%s	94%	9414	941/ 34
987	975%	25	C., C., C. and St. Louis gen, fours.,	9876	981/2	981/2+ 1/2
100%	96	1	C., C., C. and St. Louis gen, fours Colorado Fuel and Iron gen, fives	10014	10014	10014 + 414
7714	731/2	- 56	Colorada Industrial fives	76	741/2	76 + 1
82	80	-14	Colorado Midland fours	8134 99	81% 98%	81¼- % 98%+ %
99	9714	280	Colorado Southern fours	771/2	77%	98%+ % 77%
7714	773 g 10114	11	Con, Tobacco fours  Delaware and Hudson cvt. fours	102	10156	102
1023/s 1013/s	101-2	59 286	Delaware and Hudson rfg. fours	1015	1011/2	1011/2 1/8
9815	96	- 5	Denver and Rio Grande fours	98	96	98
784	76			7874	76	7816+ 214
77	7134	70	Dist. Sec. Corp. Rives. Erie con. fours, Ser. A. Erie cvt. fours, Ser. B. Erie prior lien fours. Erie gen. lien fours.	7316 6458	7284	7274+ 16
6814	64	81	Erie evt. fours, Ser. B	6498	64	64
8816	85	63	Erie prior lien fours	86½ 72	86	8616+ 14 72 + 15
74	701/2	61	Erie gen. Hen fours	13935	713/2	120 1 14
140	13814	.00	General Electric fives	100%	9978	10016+ 16
100 <b>%</b> 88	99% 8714	121		SS	871/2	88 -1 14
8156	7614	3,483	Int Metropolitan Ales	81%	7918	
7412	723	226	Kansas City-South, first threes,	741/2	731/2	7436+ 34
1011/8	100%	28	Louisville and Nashville uni. fours	10138	100 %	10118-1- %
98	9714	33	Louisville and Nashville col. tr. fours	98	9714	98 + 14
9938	98	2	Manhattan Rallway con, fours	9976	99	9974 114 87 — %
88	871/2	25	Metro. Street Railway gen. fives	7436	87 73	87 - % 74 + 1%
77	72	538	Merchant Marine 41/28 Mexican Central con, fours, ctfs	821/4	82	82
85	82 9834	20	Mo., Kan, and Texas first fours	100	991/2	9934
8834	578	25	Mo., Kan. and Texas second fours	881/2	88	881/2+ %
81	7844	338	Missouri Pacific fours	81	80	81 + 14
9914	9814	4	New York, Ont. and Western fours	99	99	81 + % 99 + % 9814- 4
9884	98	2	Norfolk and Western con, fours Norfolk and Western div. fours	981/2	9816	9814- 0
95	931/2	376	Norfolk and Western div. fours	9415	9316	9414+ 12 9714+ 1
97%	9315	999	Norfolk and Western cvt. fours N. and W., Poc. C. and C. fours	9776	961/8	9734+ 1
903g	895%	11	Donneylvania Railroad Alis	10434	10434	10434+ 34
104%	10414	54	Pennsylvania Railroad 4½s Pennsylvania Railroad fours, 1948 Pennsylvania Railroad convt. 3½s. 1912.	10458	10458	10116- %
9914	98	78	Pennsylvania Railroad convt. 314s. 1912.	9934	99	99
95%	94%	541	Pannsylvania Railroad cot. 358 1915	95%	9514	95%+ 1/4
1091	109%	2	Pennsylvania Railroad con fives Reading gen. fours	1001/2	10956	10916
10012	9934	132	Reading gen, fours,	1001/2	100	100%+ 1/4
66	64	15		65	64	
9516	94%	923	Southern Pacific rfg. fours	951/8 1001/6	9444	
10956	106	242	Union Bacific first fours	10244	107%	10916-1
1023	10216	60 671		10438	10356	104 + 1%
10115	9384	328	Virginia-Carolina Chemical fives	9436	94	9436-1- 39
7414	7194	1,201	Wabash rfg. fours	74	7314	1975
CELL	July CAllint	0.030315.3	Virginia-Carolina Chemical fives Wabash rfg. fours	84	84	84 - 16
To	tal sa	les fo	or the week, including \$685,000 governmen	t and	munic	ipal bonds,
were !	\$31,226,	000.				port of the second
	-			Page 18 40 18	DIANAS	0.00

dry goods trade and milling centres yield? And will the revival in trade to advance prices after having first and consumption of cotton goods in accumulated enormous supplies of spot this country and Europe be on as cotton and large lines of options for heavy a scale to absorb such a crop?

future deliveries.

Will the Rise Continue?
Whether the upward movement will be continued from this point is the question which old and experienced

These are the problems now confronting the trade, and which will deter e whether there is a probability a much further advance from this

Stock Brokers.

STOCKS TEN SHARES AND UP.

GEORGE T. KING, 1114 E. Main Street, Correspondent of WM. IVES & CO., Members Consolidated Stock Exchange Daily Activity Dwindled to Half Million Shares Daily Average.

RAILROAD RUMORS

Rate of Recuperation in Trade Is Slower Than Was Looked For.

NEW YORK, January 24.—The speculation in last week's market was without initiative, and the volume of activity dwindled to little more than half a million shares as the daily average. There were some wide movements in

a million shares as the daily average., There were some wide movements in special stocks, mostly of a minor class, but these were little more than a play over the surface of the market.

Rumors of railroad deals still play an influential part in the speculation. These pointed mostly to smaller systems in the Southwest, but the Seaboard soft coal carriers and the Wabash appeared from time to time in the reports current. A day-to-day rumor was the action to be taken by the New York public service commission on the Erie's request to issue \$30,000,000 bonds.

The demand on the London market for gold at the opening of this week is looked to as the decisive index of this question. The relaxation of the pressure on London for gold during the week, and the fact that the Bank of England governors refrained from a further advance in the discount rate hatsome reassuring effect as the week advanced and pointed to the definite conclusion that Paris demands for gold would not be pushed furpher.

would not be pushed further.

Recuperation is slow.

The rate of recuperation in trade and industry is admittedly slower than was hoped for. The fact is not relished that the last fortnightly increase in the number of idle freight cars, if once the number of Idle freight cars, if once repeated, would bring the surplus up to the maximum touched in the depth of the business depression last summer. Another influence on the steel trade is the expected tariff revision, buyers looking for price readjustments to conform to new rates.

Some such effect on other lines of

Some such effect on other lines of business is considered possible. The depression of the copper industrials has caused a drag on the general market. From the standpoint of the investment demand for well secured capital issues, especially bonds, the effect of the money glut has been most helpful to the financial plans of railroad and industrial corporations, and continual new bond issues are readily taken up.

Colonel Savage to Produce "La Femme X.." Another Parisian Sensation.

Broken Domesticity.

Broken Domesticity.

"The play is powerful, human and intensely dramatic. It deals with the problem of broken domesticity and the responsibility of a husband whose wife has gone wrong through his neglect, but who returns repentant and is again thrust into the world. In the words of a friend of the husband, in the first instance the woman was wrong, but when she returned and was thrust out, the husband became responsible for whatever afterwards happened to her." The play then jumps twenty years. The woman, after a miserable career in South America, has returned with a man of the brutal criminal class. A blackmailing lawyer, learning of the woman's identity, endeavors to induce her through her paramour to secure her marriage dowry from her husband. She refuses, and the paramour announces that he intends to blackmail the husband himself.
"Finding argument of no avail, the woman shoots him, giving when arrested the reason that she did so to prevent him from committing the infamy of plunging a respectable family into disgrace.

Defended by Her Own Son. Broken Domesticity.

The play is powerful, human and intensely dramatic. It deals with the problem of broken domestic with the problem of the husband, in the first instance the woman was wrong, but when she returned and was thrust out, the husband became responsible for which we have a first with the problem of the problem

unknowingly attacking his own father, who is present in the court. His appeal to the Jury to exonerate the woman because, though fallen to shame, her innate goodness made her commit

Financial.

Financial.

Tinancial.

# Hankof Commerce and Crusts Capital, \$200,000

## A SAFE INVESTMENT

An absolutely safe investment is to open an account with this Bank, which will pay you 3% on savings.

Depository for the State of Virginia and City of Richmond

a crime rather than permit a respectable family to be smirched with dishonor is particularly fine, and the verdict of 'Not Guilty' is rendered.

"The fifth act ends unpleasantly, some may think, but appropriately. I have not yet decided upon the cast nor upon the date of its production."

# JAPAN SINCERE IN

a firm conviction as to the good faith and the friendly disposition of the Japsembly. I think they all returned with

"The Japanese question," continued Rates, \$1.50 per day and upwards. Mr. Loomis, "is peculiarly acute on the Pacific coast. Conditions there would Pacific coast. Conditions there would be immediately and directly affected by a surplus of Oriental laborers. But the point which should be borne in mind on the Pacific coast and elsewhere is that the two governments will probably dispose of this question in a satisfactory manner if the people will have patience and not embarrass and frustrate the efforts of the President and the Department of State by untimely or intemperate action."

### PROMINENT MEN.

Are Expected to Become Involved in Okinhoma Land Investigation.

MUSKOGEE, OKLA., January 24.—Developments, which will probably involve some of the most prominent men in Okinhoma, are expected during the progress of the Federal grand jury investigation of alleged town lot frauds. The inquiry will begin here Tuesday.

M. I. Mott, attorney for the Creek Indians, who brought 26,000 suits in the Federal court to recover in behalf of the Creek nation lands of immense value, alleged to have been obtained by fraud by the persons now controlling them, to-night dictated the following statement to the Associated Press:

"There is not a word of truth in a statement quoted by Governor Charles N. Haskell as having been made by Scott MacReynolds, attorney for W. R. Hearst, to the effect that I had said that I had not found evidence to connect Haskell with any crime conducted in relation to the Muskogee lost matter, but that I might be able to force an Indictment which would answer our purposes. I never made such a statement to MacReynolds or to any one else."

Auction Sales. Juture Days.

Wm. B. Pizzini Company, Real Estate Auctioneers, No. 723 East Main Street.

TRUSTEE'S SALE OF A DESIRABLE
TWO-STORY FRAME DWELLING

No. 1208 N. Twenty-fifth Street

By virtue of a deed of trust, dated February 21, 1996, and recorded in the clerk's office of Henrico County Court, in D. B. 175 B, page 212, default having been made in the payment of the debt therein secured, and being required so to do by the noteholder, I will sell at public auction, on the premises, on TUESDAY, JANUARY 28, 1909,

Sensation.

Sensation.

TUESDAY, JANUARY 26, 1909, at 4 o'clock P. M., the property secured in the said deed of trust, as foiting another of his peculiar busy wacations in Europe, thinks that in "La Femme X." he has a play that will duplicate the success of "The Devill."

The play," said Colonel Savage, "has proved to be one of the greatest surprises of the Paris season. When the announcement was made that Alexandre Bisson had written a drama, Paris laughed, because Bisson had achieved a reputation as a writer of farces and comedies, and it was regarded as a joke that he should turn his hand to get the provided of the state of the property secured in the said deed of trust, and to pay note of the property secured in the said deed of trust, and to pay note of particular the said deed of trust, and to pay note of the county of Henrico, Va. (now in the city of Richmond, Va.), on the west line of Theory on the said west line of Twenty-fifth Street, and commencing on the said west line of Twenty-fifth Street, and commencing on the said west line of Twenty-fifth Street, and the property secured in the said deed of trust, and to pay note on particular the said deed of trust, and to pay note on particular the said deed of trust as ideal of the limptovements of the limptovements of the limptovements. All that certain lot, plece or particular the said deed of trust, and to pay note of the city of Richmond, Va.), on the west line of Theory of Henrico, Va. (now in the city of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Theory of Richmond, Va.), on the west line of Victorial theory of Richmond, Va.), on the west line of Victorial theory of Richmond, Va., on the provents

WM. B. PIZZINI, Trustee.

Wigere to Stop in Virginia.



The most magnificent hotel in the South.

and without baths. SEND FOR BOOKLET. P. M. FRY, Manager.

Raffroads.

# Southern Railway

TRAINS LEAVE RICHMOND.

N. B.—Follówing schedule figures published only as information and are not guaranteed:
6:20 A. M.—Daily—Local for Charlotte,
11:00 A. M.—Daily—Limited—Buffet Broller
to Atlanta and Birmingham, New
Orleans, Memphis, Chattanooga, and
all the South, Through coach for
Chase City, Oxford, Durham,
6:00 P. M.—Ex. Sunday—Keysville Local,
12:30 A. M.—Daily—Limited Pullman ready
9:36 P. M. for all the South,
YORK RIVER LINE.

9:19° P. M. for all the South,
YORK RIVER LINE.
4:30 P. M.—Ex. Sunday—To West Point—
connecting for Baltimore Monday,
Wednesday and Friday,
2:15 P. M.—Monday, Wednesday and Friday—Local to West Point,
4:30 A. M.—Ex. Sunday—Local to West
Point

## Richmond, Fredericksb'g & Potomac R. R SCHEDULE EFFECTIVE JAN. 4, 1909.

Leave Richmond	Arrive Richmond
N5-20 A.M. Byrd St. Sta. 45-40 A.M. Hain St. Sta. 15-68 A.M. Byrd St. Sta. 17-22 A.M. Main St. Sta. 48-40 A.M. Byrd St. Sta. 12-01 P.M. Byrd St. Sta. 14-00 P.M. Byrd St. Sta. 44-10 P.M. Elba Station. 45-15 P.M. Main St. Sta. *85-15 P.M. Main St. Sta. *85-20 P.M. Byrd St. Sta.	†2.45 P.M. Byrd St. Sta *7.10 P.M. Byrd St. Sta. *9.00 P.M. Byrd St. Sta. †19.20 P.M. Main St. Sta.

## Chesapeake & Ohio Railway

SEABOARD AIR LINE

\$50,000 Atlantic Coast Line

Louisville & Nashville R. R. COLLATERAL TRUST 4'S Due October 1, 1952,
Inierest May and November,
Secured by deposit of \$35,600,000 out of
total issue of \$50,000,000 Louisville and
Nashville stock,
Dividends received more than sufficient to
meet interest on this issue.
Price \$7½ and interest, netting over 4.4

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Railroads.

## Norfolk & Western Railway

Wednesday and Friday.

2:15 P. M.—Monday, Wednesday and Friday—Local to West Point.

4:30 A. M.—Ex. Sunday—Local to West Point.

TRAINS ARRIVE RICHMOND.
From the South: 7:00 A, M., 9:30 P, M., daily (Express).

8:40 A. M., Ex. Sunday, 4:10 P, M., daily (Local).
From West Point: 9:20 A. M., daily (Local).
From West Point: 9:24 A. M., daily (Local).

8. E. BURGESS, D. P. A., 200 BEVILLA C. H. BOSLEY.

8. E. BURGESS, D. P. A., 200 BEVILLA C. H. BOSLEY.

9:20 E. Main St. Phone 455.

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NIGHT LINE FOR NORFOLK, Leave Richmond every evening (foot Ash Street) at 7 P. M., stopping at Newp.ct News en route. Fare, \$2.00 one way; \$4.00 round trip, including stateroom berth; mean, 50 cents, Street cars to steamer's wharf.

#8.15 P.M. Elba Station. #10.20 P.M. Main St. Sta. #5.15 P.M. Elba Station. #10.20 P.M. Main St. Sta. #5.15 P.M. Main St. Sta. #10.46 P.M. Main St. Sta. #8.20 P.M. Byrd St. Sta. | f111.23 P.M. Byrd St. St. | f111.23 P.M. Byrd St. Sta. | f111.23 P.M. Byrd St. Sta. | f111

Virginia Navigation Company

Virginia Navigation Company
JAMES RIVER DAY LINE,
STEAMER MOBJACK LEAVES FROM
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Main Street, or on wharf or steamer. Fare
to Norfolk, one way, \$1.25. Round trip,
\$2.50; second-class, \$1.00. Meals, 50 cents,
Freight received for above-named places
and all points in Easter: Virginia, North
Carolina and the East. Unesapeake & Uhio Kailway

1:00 A. {Fast daily trains to Old Point,
4:00 P. {Newport News and Norfolk,
7:4c A. Daily, Local to Newport News.
5:00 P.—Daily. Local to Newport News.
5:00 P.—Daily. Local to Old Point,
1:00 P. {Cago and St. Louis Pullmans.
8:56 A.—Daily. Chville, exc. Sun. C. Forge,
5:15 P.—Week days. Local to Gville,
10:00 A. Daily. Liburg, Lex. C. Forge,
5:15 P.—Week days. To Lynchburg.
TRINS ARRIVE RICHMOND,
Local from East—8:45 A. M., 8:15 P. M.
Through from East—1:45 A. M., 7 P. M.
Local from West—\*8:30 A. M., 7:45 P. M.
Through—7:30 A. M. and 2:45 P. M.
James River Line—\*8:35 A. M., 6:50 P. M.

\*\*Daily except Sunday,\*\*

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